

12 EUROPEAN PATENT APPLICATION

21 Application number: 88201653.8

51 Int. Cl.⁴: B60R 13/06 , E06B 7/23 ,
B60R 13/07

22 Date of filing: 01.08.88

30 Priority: 14.08.87 IT 2166687

43 Date of publication of application:
01.03.89 Bulletin 89/09

64 Designated Contracting States:
DE ES FR GB SE

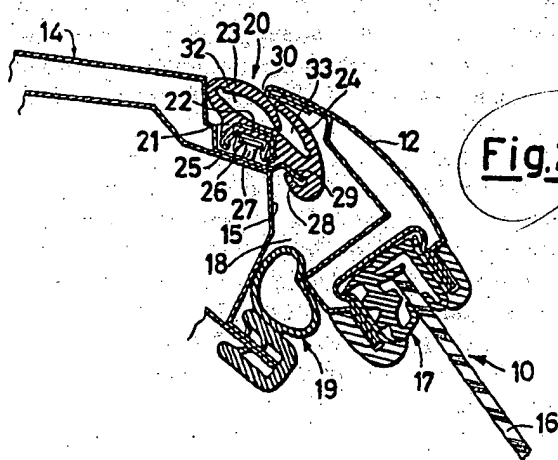
71 Applicant: ALFA LANCIA INDUSTRIALE S.p.A.
Viale Alfa Romeo
I-20020 Arese Milan(IT)

72 Inventor: Villa, Ezio
Via Martiri della Libertà 2
I-20020 Arese Milan(IT)
Inventor: Biazzi, Giuseppe
Via Ugo Foscolo 15
I-21040 Uboldo Varese(IT)
Inventor: Guelfi, Giorgio
Via Medardo Rosso 16
I-20159 Milan(IT)

74 Representative: De Carli, Erberto et al
ING. BARZANO' & ZANARDO MILANO S.p.A.
Via Borgonuovo, 10
I-20121 Milano(IT)

54 Automobile seal and trimming gasket.

57 A seal and trimming gasket (20) is proposed having a substantially ω -shaped section, formed from a fixing web (21) and two wings (23, 24) which are substantially of C-shaped section and are connected to the sides of the web (21). The free lips of the two wings (23, 24) are partly superposed so that on closing the door (10), the projecting lip of the first wing (23) is lowered and is retained directly by the door edge (12) and also by the projecting lip of the second wing (24), this lip also being bent by the door edge (12).



EP 0 304 981 A1

AUTOMOBILE SEAL AND TRIMMING GASKET

This invention relates to a profiled automobile gasket and in particular a seal and trimming gasket for the gaps between the door frames and door edges.

The main purpose of gaskets used on automobile openings, in particular the door openings, is to prevent undesirable air passage, which could be accompanied by the entry of dust, water and noise.

The gasket can also serve to mask spaces and gaps between metal panels and to form smoothly blending shapes.

The choice of gaskets therefore requires careful study, because it influences the appearance of automobiles and their behaviour during running, as regards comfort and the aerodynamic drag coefficient (Cx).

This is particularly so in the case of door gaskets for those automobiles in which the doors do not penetrate or only partly penetrate into their frames, but instead have their upper edges either at the same level as the roof panel or slightly below it, and are streamlined so as to smoothly blend into and partly prolong the profile of the roof itself.

Generally, in automobiles of this type, spaces and relative gaps tend to appear between the roof and door upper edges and between the uprights and door side edges.

In some cases these spaces are used as water drainage channels and for this purpose are provided, at least at the bottom, with seal gaskets such as that described in USA patent 3,596,980.

In other cases, gaskets are provided which mask the gaps when the doors are closed, and which form a water discharge channel when the doors are open, such as the gasket of substantially V-shaped section of French patent application 2,511,319.

The gasket proposed in the aforesaid French application is particularly simple and has no sealing problems. However, it is not entirely satisfactory from the comfort, aerodynamic or aesthetic aspect because the gap is closed by one wing of the V-shaped gasket which is bent by the door against the roof so as to adhere to the other wing.

With this conception it can happen that the bent wing projects from the roof and emerges beyond the smooth profile formed by the roof and door, for example if the manufacturing and assembly tolerances of the sheet metal panels and gasket are all in the same direction.

The consequent irregularities in the automobile profile, even if hardly relevant from the aesthetic aspect, cause an increase in aerodynamic drag and generation of disturbing background noise. The ob-

ject of the present invention is to improve known gaskets by proposing a conception which is more satisfactory from the aerodynamic, comfort and aesthetic aspects.

A gasket is therefore proposed characterised by being of overall ω -shaped section, formed from a fixing web and two wings which are substantially of C-shaped section and are connected to the sides of said web.

In a preferred embodiment, a first wing is substantially of more closed C-shaped section and a second wing is substantially of more open C-shaped section, and the projecting lips of the two wings are partly superposed so that on closure of the door, the projecting lip of the first wing is lowered and is retained by the door edge, both directly and by way of the projecting second wing lip, which is also bent by the same door edge.

The gasket is mounted in proximity to the edge of the door frame, and when the door is closed the projecting lip of the first wing covers the gap between the door edge and uprights or roof, to remain within the overall outline of the sheet metal parts forming the doors, uprights and roof.

When the door is opened, the two lips of the wings are free to rise, so that that of the second wing forms a channel for discharging water originating from the roof or which has infiltrated into the gasket itself.

With this embodiment both the wings contribute to sealing, but the first also performs a trimming function, whereas the second also acts as a water discharge channel.

With this division of functions, and with the proposed embodiment, the first wing has the most suitable characteristics for improving the aerodynamic, comfort and aesthetic aspects of the automobile. Characteristics and advantages of the invention are illustrated hereinafter with reference to the accompanying Figures 1 to 3, which show a preferred embodiment of the invention by way of non-limiting example.

Figure 1 is a partial side view of an automobile provided with the proposed gasket;

Figure 2 is a partial section on the line II-II of Figure 1;

Figure 3 is a view analogous to that of Figure 2, with the door open.

In Figure 1, the doors of an automobile are indicated overall by 10 and 11, and their respective upper edges by 12 and 13. The automobile roof is indicated overall by 14.

As can be seen from Figure 2, the automobile of Figure 1 is of the type in which the doors 10 and 11 do not penetrate into the interior of their frame

15, but instead have their upper edges 12 and 13 at the level of the roof panel 14.

Of the door 10, the sliding glass pane 16 and its gasket indicated overall by 17 are partly visible. In the space 18 between the frame 15 and door edges there are mounted two gaskets, an inner gasket of usual type indicated overall by 19, and an outer gasket constructed in accordance with the invention and indicated overall by 20.

The gasket is substantially of ω -shaped overall section, and is formed from a fixing web 21 substantially of U-shaped section reinforced with a steel profile strip 22, and two wings 23 and 24 substantially of C-shaped section, which are connected to the sides of said web.

The gasket 20 is fixed to the joint between the sheet metal plates forming the roof 14 by means of usual spring clips 26 and pins 27. In addition, the wing 24 of the gasket 20 is provided with a bent lip 28 which further retains the gasket 20 on the sheet metal edge 29 of the roof 14.

As can be seen from Figures 2 and 3, the wing 23 is substantially of more closed C-shaped section, whereas the wing 24 is of substantially more open C-shaped section, so that the projecting lips of the two wings are partly superposed, even when the door 10 is open, as shown in Figure 3.

When the door is closed, as shown in Figure 2 the projecting lip of the wing 23 is lowered and is retained by the door edge 12, both directly and by way of the projecting lip of the wing 24, this lip also being bent by the door.

Thus the projecting lip of the wing 23 covers the gap 30 between the roof 14 and edge 12 of the door 10, by moving to within the overall outline of the sheet metal parts of the roof and door edge.

When the door 10 is opened, the lips of the wings 23 and 24 are free to rise, the lip of the wing 24 forming a channel 31 for discharging the water which either originates from the roof or has infiltrated into the gasket.

Even when the door 10 is closed, any water which has infiltrated between the wing lips is discharged because tubular cavities 32 and 33 form between the web 21 and wings 23 and 24 to allow drainage.

Thus both the wings 23 and 24 are used for sealing, but the first also performs a trimming function whereas the second also serves as a water discharge channel.

Thus the problems of gasket functionality and the problems concerning the aerodynamic, comfort and aesthetic aspects of the automobile are solved satisfactorily through improvement in the aerodynamic drag coefficient and background noise elimination.

Claims

1. A profiled gasket for an automobile, in particular a seal and trimming gasket for the gaps and spaces between the door frames and door edges, characterised by being of overall ω -shaped section (20), formed from a fixing web (21) and two wings (23 and 24) which are substantially of C-shaped section and are connected to the sides of said web.

2. A gasket as claimed in claim 1, characterised in that a first wing (23) is substantially of more closed C-shaped section and a second wing (24) is substantially of more open C-shaped section, the projecting lips of the two wings being partly superposed, the projecting lip of the first wing (23) engaging the edge (12) of the closed door both directly and by way of the projecting lip of the second wing (24), this also engaging the same door edge (12).

3. A gasket as claimed in claim 2, characterised by being mounted in proximity to the edge of the door frame, with the projecting lip of the first wing (23) arranged to cover the gap (30) between the door edge (12) and roof (14), to remain within the overall outline of the sheet metal parts forming the roof and door.

4. A gasket as claimed in claim 1, characterised in that said second wing (24) is provided with a bent lip (28) arranged to retain said gasket (20) against the edge (29) of the roof sheet metal.

5. A gasket as claimed in claim 2, characterised in that tubular cavities (32 and 33) form between the web (21) and wings (23 and 24) when the door (10) is closed.

6. A gasket as claimed in claim 2, characterised in that a channel (31) for water discharge forms between the web (21) and second wing (24) when the door (10) is open.

Fig.1

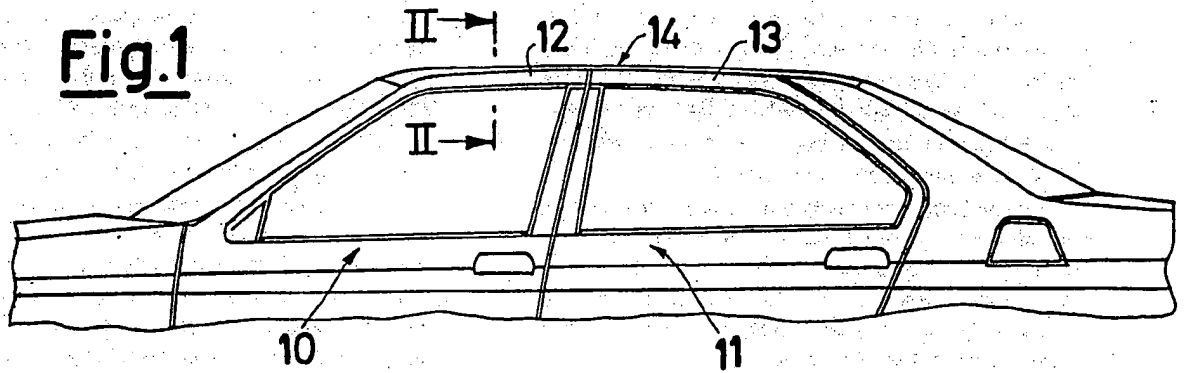


Fig.2

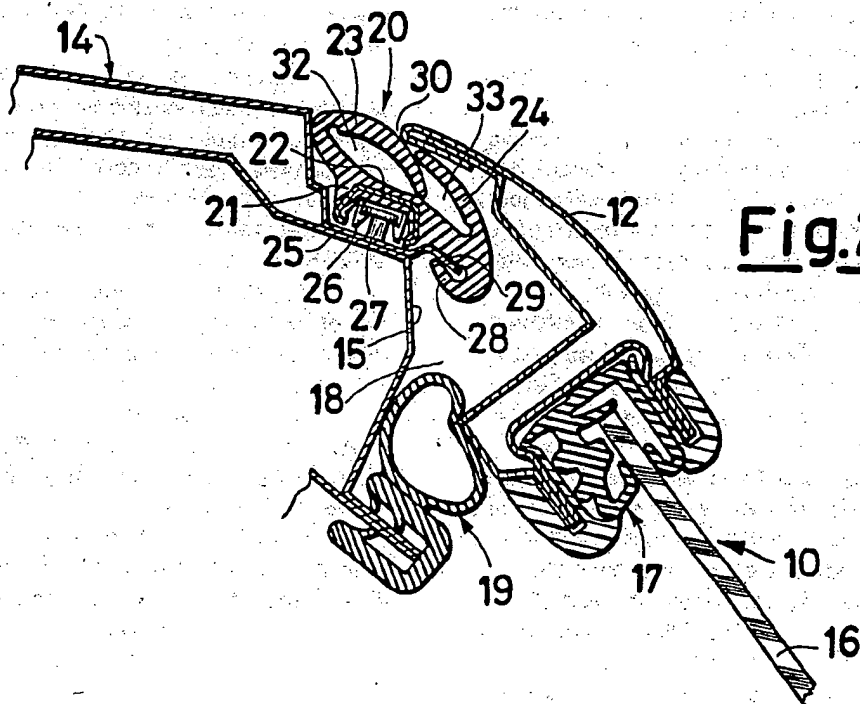
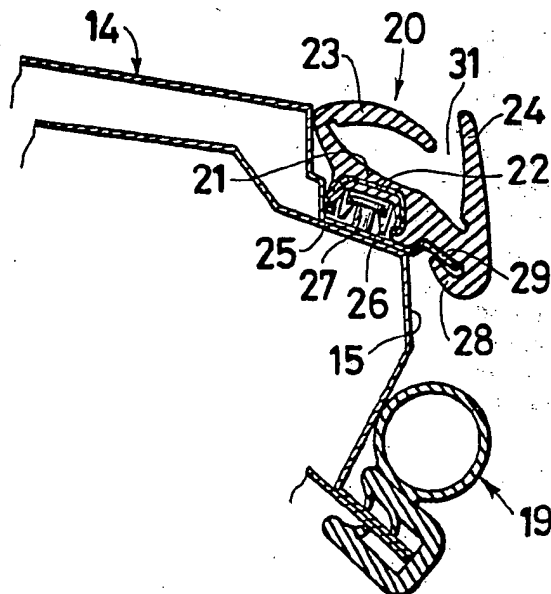


Fig.3





DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl. 4)
X	GB-A-2 060 039 (SCHLEGEL) * Page 1, line 106 - page 2, line 20; page 1, lines 69-93; figure 1 *	1,2	B 60 R 13/06 E 06 B 7/23 B 60 R 13/07
X	DE-C- 760 116 (MAIER) * Page 3, lines 35-45, 64-68; figures 3, 6 *	1	
Y	EP-A-0 022 130 (SEMPERIT) * Page 3, lines 8-15; figure 2 *	1,2	
Y	FR-A-2 580 999 (RENAULT) * Page 3, line 33 - page 4, line 7; figure 3 *	1,2	
D, Y	GB-A-2 104 008 (FORD) * Page 1, line 100 - page 2, line 31; figures 2-4 *	1,2,3,4 ,6	
A		5	
Y	PATENT ABSTRACTS OF JAPAN, vol. 6, no. 93 (M-133)[971], 29th May 1982, page 158 M 133; & JP-A-57 30 640 (NISSAN JIDOSHA K.K.) 18-02-1982 * Abstract *	1,2,3,4 ,6	TECHNICAL FIELDS SEARCHED (Int. Cl. 4) B 60 J B 60 R E 06 B
A	GB-A-1 577 312 (BLOXWICH) * Page 1, lines 83-90; figures 2, 3 *	1,2	
A	EP-A-0 163 991 (FIAT) * Page 4, line 14 - page 5, line 4; figure 2 *	1	
A	DE-C- 634 860 (SCHEU) * Page 2, lines 1-8, 21-31; figures 2, 2a, 5, 5a *	1,2	
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 23-11-1988	Examiner AYITER I.
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons ----- & : member of the same patent family, corresponding document	